

## Proposed Changes

### **Sec. 40.01. Definitions.**

...

*Commercial Vehicle.* Every vehicle designed, ~~maintained or used primarily for the transportation of property,~~ for the transportation of materials or goods having six or more tires, except for step-vans and except for pickup trucks with less than one ton capacity.

...

### **Sec. 40.19. Load restrictions upon vehicle using certain streets.**

When signs are erected giving notice thereof, no person shall operate any vehicle with a gross weight in excess of the amounts specified by the traffic engineer at any time upon any streets or parts of streets so restricted.

### **Sec. 40.20. Commercial vehicles required to use certain streets.**

Commercial vehicles ~~exceeding five thousand pounds gross weight~~ shall be restricted at all times to those streets or parts of streets ~~described in this section~~ illustrated in the Truck Routing Map provided by the traffic engineer; except, that such vehicles may be operated thereon for the purpose of delivering or picking up materials or merchandise and then only by entering such street at the intersection nearest the destination of the vehicle and proceeding thereon no farther than the nearest intersection thereafter. This restriction does not apply to local public passenger bus operations.

~~Brown Street, city limits to State Street intersection.~~

~~Fowler Avenue, from east city limits to Northwestern.~~

~~Grant Street, south city limits to Northwestern.~~

~~Howard Avenue, Brown Street to North River Road.~~

~~Lindberg, from Northwestern to Salisbury.~~

~~North River Road, from East State Street to north city limits.~~

~~North Salisbury Street, from State Street to north city limits.~~

~~Northwestern Avenue, from West Street to north city limits.~~

~~Robinson Street, from North River Road to Salisbury Street.~~

~~South River Road, from East State Street to south city limits.~~

~~Stadium, from Northwestern to west city limits.~~

~~State Street, from east city limits to west city limits.~~

~~Vine Street, from North Street to Fowler Avenue.~~

~~Wiggins Street, from Northwestern to east city limits.~~

(Code 1960, § 16-128; ch. 16, schedule VIII.)

### **Sec. 40.21. Restrictions on use of street by certain vehicles during certain hours.**

Except on state highways or state controlled highways, no commercial vehicle ~~with a gross weight in excess of ten thousand pounds~~ shall be operated in any residence district in the city between the hours of 5:30 P.M. and 7:00 A.M., or in other words, before 7:00 A.M. and after 5:30 P.M.; provided, that in the event that this restriction shall result in an undue hardship or unfair competition, the traffic commission shall have the power to authorize the issuance of special permits from time to time as deemed necessary for the protection of the rights of any person.

(Code 1960, § 16-129.)

## Findings from Tampa Bay Study

### Signage

- “It was noted that St. Petersburg adopted an aggressive [positive] signage policy for trucks, and not only did violations decrease but citizen complaints also decreased significantly (3-52).”

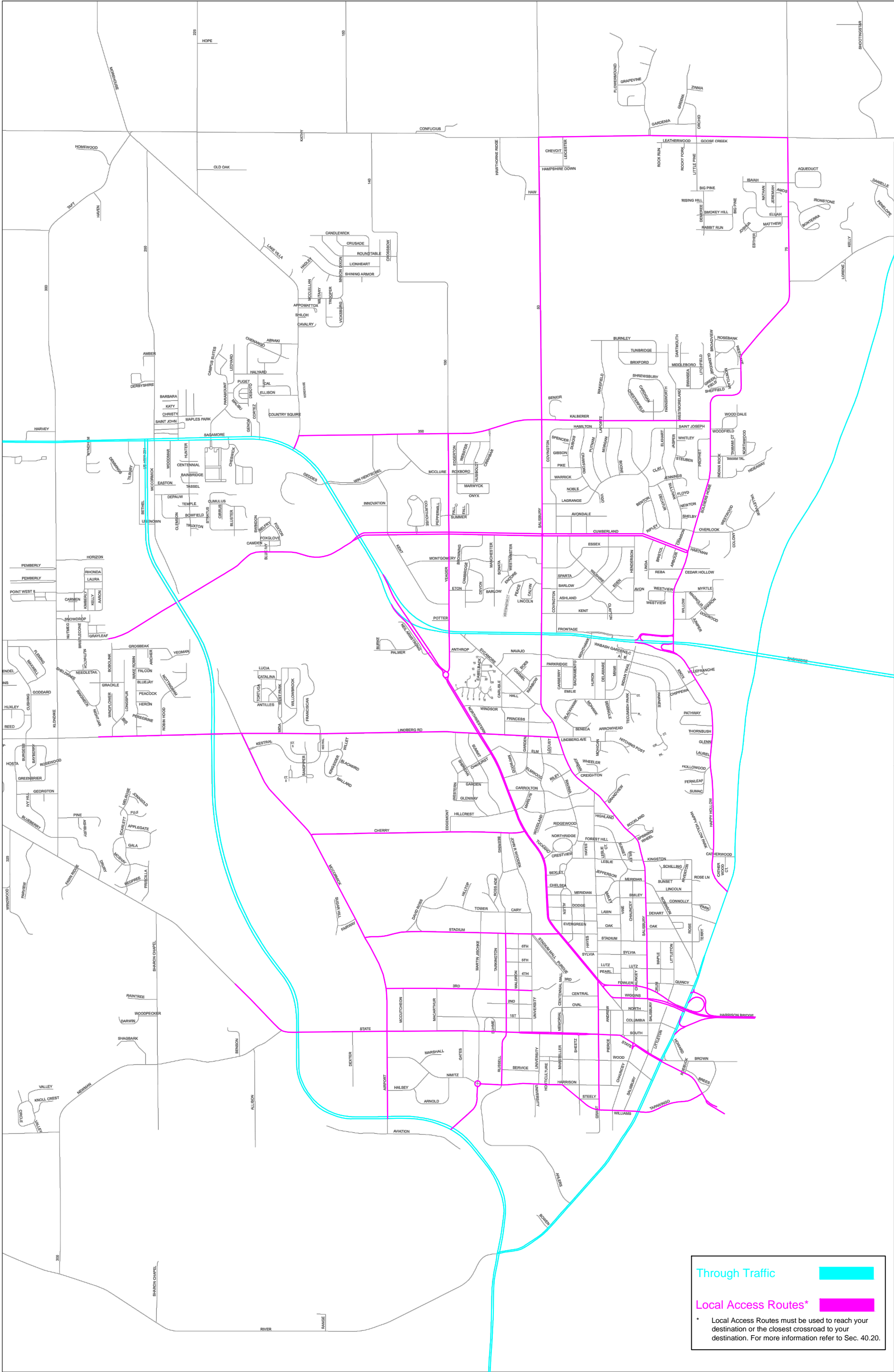
### Truck Definition

- “The definition of trucks that will be regulated by the ordinance and truck route system is proposed as any truck (a vehicle designed for the transport of materials and goods – as opposed to people) having six or more tires, except for step-vans and except for pickup trucks with less than one ton capacity... the revised definition makes it clear that the addition of a trailer to a vehicle does not change its status (i).”
- “Commercial vehicle definitions typically cover vehicles used for moving associated with commerce but also extend to the commercial transport of passengers such as by bus and taxi. Definition by vehicle purpose can be useful in situations where state licensing laws make distinctions between commercial and private vehicles by the use of license plates (3-32).”

### Information Distribution

- “Various types of computerized mapping services are available and the City’s truck route system should be incorporated into as many of these as possible to disseminate and publicize the system. Such mapping systems include:
  1. Posting of a passive map for users to download and print
  2. Development and hosting of a routing algorithm on a City-sponsored web-site that could be used by truckers, and
  3. Provision of City truck route information to commercial mapping providers (2-8).”
- “Annual distribution of the truck route map to a maintained list of truck operators in the City and County would also be beneficial (2-9).”
- “Professional truckers subscribe to Global Positioning System (GPS) navigation programs. Vendors of the navigation systems incorporate local truck route systems into their navigation packages. The City should pursue providing commercial vendors with information on the City’s truck route system, and inquire as to potential means to post road construction/disruption information to these providers on a real-time basis (2-11).”
- “To enhance communications between the City and truck fleet operators, the City could maintain an address (e-mail) database of businesses that maintain a fleet of trucks. Periodically (e.g. every three years), the City Transportation Division could then undertake a mail-out of information advising the businesses of the existence of the truck route system (2-13).”
- “Periodic construction impacts the ability to use the routes designed within the system. Greater knowledge, accompanied by a communication plan to more effectively disseminate the information throughout the carrier base, would positively affect the resulting diversion (3-50).”
- “Discussions with PC\*Miler in Sarasota, who collects and maintain truck route information for the entire nation indicated they access the City’s map and data and integrate it into the data they distribute nation-wide in ‘real-time’... This method would provide directions to truckers using the correct and up-to-date truck route information, thus providing defensible justification for deviating from the truck route system (3-63).”

WEST LAFAYETTE CITY STREETS



Through Traffic

Local Access Routes\*

\* Local Access Routes must be used to reach your destination or the closest crossroad to your destination. For more information refer to Sec. 40.20.